

From: [Peter Brocklehurst](#)
To: [A57 Link Roads](#)
Subject: A57 Links Road TRO 10034
Date: 04 October 2022 16:59:35
Attachments: [A57 Links Road consultation TRO 10034.docx](#)
[Comments on the proposed A57 Mottram Bypass.docx](#)

Please find attached some comments on the expected air pollution from the Mottram Bypass

Peter Brocklehurst

A57 Links Road consultation TRO 10034

Please find below and attached, further comments on the proposed scheme.

As previously stated, no apparent consideration has been given to reducing the traffic over Woodhead by restricting HGV's which can, and should be using the M62. Many of these are 'passing through' going from Europe to Ireland and of no interest or benefit to the local area. The scheme as it stands will be to the detriment of people living in Tintwistle and Hollingworth by pollution congestion and noise.

To presume that air pollution and the volume of traffic will not increase is extremely optimistic given that a new bypass at Mottram will speed up traffic flow. Inevitably the traffic coming across Woodhead will increase when compared with the alternatives of the M62 or the Hope valley.

What has now become an urgent need to reduce motorised traffic so reducing pollution, needs every opportunity to be taken to move people onto less polluting means of travel, ie. mainly cycling. This will not happen until a safe infrastructure is provided requiring dedicated paths or cycle lanes running 'end to end' for journeys to and from work. That a new build like this can be constructed without such a provision is inexcusable. The cost of cycle lanes alongside all of the roads being planned is negligible compared with the overall cost.

Assuming the project goes ahead, then adequate provision needs to be made for Non Motorised Users (NMU's). This was lacking on the earlier plans and commented on during on-line consultations by myself as a cyclist and several horse riders. Our comments were accepted with some understanding but I am not aware if they have been included in the latest proposals. Failure to do this will mean a multi-million pound project will start life as a substandard scheme in need of improvement before it even opens.

I am a member of the Friends of the Trans Pennine Trail who have objected to the proposals primarily because of the detrimental affects it will have of the trail and surrounding countryside without adequate benefits being given to sustainable means of travel which should be considered in all developments.

Peter Brocklehurst



4th Oct 2022

Comments on the proposed A57 Mottram Bypass

1. As it's a new build and given the increased awareness of the benefits of cycle all new builds that are not motorways should have full provision for cyclists (and other NMU's) along their whole route. Not just part of it and in this case where it goes through an underpass it could come up to the existing road and via a proper crossing point. The presentation we had from John Graystone (HE I think) was sympathetic to this.
2. Whilst there are some improvements in cycle crossing points the inference is that cyclists can just use the ordinary roads and keep out of the way. The 'Chris Boardman' standard of routes suitable for 12 year olds should apply to all areas close to any new build.
3. The plan seen shows cycle paths going down Mottram Moor from the new build but soon ending. These need to go a lot further as it is already a danger area for cyclists and this is an opportunity to make such improvements and not depend on the LA to do it later. Likewise, several other paths could be extended to improve the overall benefit including at the A57 junction. The path alongside the A57 should go at least as far as the TPT crossing point to provide an unbroken link. Discussion with local cyclists and horse riders can identify these locations to help deliver an improved and integrated network at very little extra cost compared with the overall scheme.
4. The provision of this bypass will inevitably attract more traffic to the area but the tendency is to just move the traffic jams elsewhere to someone else's disadvantage. Air quality in Hollingworth and Tintwistle is already below standard and the inevitable increase in traffic can only make it worse. There may be improvements in Mottram but that's about all.
5. The consultation with Highways England was useful but so far I am not aware if they have accepted or taken any notice of the hopefully constructive comments made by several of us at the presentation.

Peter Brocklehurst 27/8/21